

Automobile News and Gossip

WAR'S BURDENS TEST OF AUTOS

Four Packard Ambulances Carried 300 Wounded in Afternoon.

MAIMED FILLED CHURCH

Diary of Motor Car Company Official Tells of Work Put on Automobiles at Front.

Never have words seemed such crude tools as during this war of the world. As the early English dramas played without props, so this great struggle must be won in contemporary history without recourse to adjectives.

More eloquent than studied phrases are the notations from the diary of Curtis Goode, who is connected with the Packard branch in Paris. Goode left the French capital for the front in charge of five ambulances and one truck. He worked under the direction of the French medical staff, caring for the wounded who fell along that section of the front line. One day's entry relating to recent operations in this region follows:

"Last night heavy rain fell on the front. The ambulances were taken to Pechamps and one to Wassey.

"Run out over hill, ten kilometers, past advancing train of ammunition wagons and the ambulances and one truck. He worked under the direction of the French medical staff, caring for the wounded who fell along that section of the front line.

"Heavy firing down through little valley, past the ambulances and one truck. He worked under the direction of the French medical staff, caring for the wounded who fell along that section of the front line.

"In the center, the little village priest in black robe is giving the last rites to a dying corporal. We carry out, one by one, six of the worst wounded on stretchers and load them in our car.

"We drive back slowly to Montdidier, past ammunition wagons and the group of officers, and we reach a hay stack and unload them at the Evacuation Hospital at the railroad station where they are placed under a tarpaulin tent between the station buildings to make more room. We return at full speed for the others, past the sentry at the outskirts of Montdidier, and we reach the front.

"As it gets dark in the little church the silver candle sticks are placed in the niches of the columns, giving a dim light to the interior. We find that one can hardly realize that he is not looking at an old war painting of the sixteenth century.

"When we get back and count up we find we have carried in close to 300 wounded during the afternoon and part of the morning with our four Packards. At the station over 1,200 wounded were handled, sent out on trains and distributed to the hospitals during twenty-four hours.

"Day in, day out this is the routine of these ambulance men and their cars.

SAXON SIXES SHIPPED.

Expect All Dealers to Have Cars for Demonstrations.

Last week saw the shipping of the first of the Saxon Sixes from the factory of the Saxon Motor Company in Detroit. The builders of this car have started a quantity of production of this popular model and expect to have demonstrators in the hands of every dealer as fast as production will permit.

With the shipping of the first models, announcement is made that the production plans of the Saxon Company call for an output of 500 cars in April. According to the Saxon office, the plant buying has opened up earlier this year than usual. Although the new Saxon factory gives 90 per cent greater facilities than last year's, the plant is working to capacity every day in the endeavor to take care of orders on hand. The Saxon output will be 25,000 cars this year, and at present a large daily shipping average is being maintained. The new roadster model is sharing popularity with the six-cylinder type.

MAKE READY FOR GREAT RACE.

Auto World Waiting for Indianapolis Speedway Event.

Indianapolis, March 27.—With the Venice, Vanderbilt, and Grand Prize races of the state, the attention of the sporting world is once more focused on the next Indianapolis 500-mile race, the fifth of the annual series, inaugurated in 1911. This contest, it is predicted, will overshadow all the other races of the year in quality of field and volume of attendance. Thirty-three cars are expected to start the race, and they, as before, and there is hardly a motor fan in the country who will not be there either in the flesh or in spirit.

The American representation in the race, despite the war, promises to be as good as ever. At least three French cars, two English, and possibly three Italian cars are expected to start, unless the outbreak of war in the peninsula blasts the hopes of the latter.

GROOM WINNER TO RACE.

Delage Car May Enter 1916 Contest at Indianapolis.

Indianapolis, March 27.—The Delage that won the last 500-mile race is being groomed for entry in the 1916 contest by W. E. Wilson, of Rochester, its owner, through the installation of smaller cylinders. Inasmuch as a reduction of only eighty cubic inches is necessary, it is thought the change will be easily accomplished.

Interest is lent the transformation by the report that it is to take place in the shops of the Packard Company. The greatest concern which already has De Palma's machine in charge, for the purpose, is said, of fitting a new body. It is thought this is more a coincidence, however, than a coincidence, as Packard has serious thoughts of racing.

BAKER ELECTRIC IS HALF-TON LIGHTER

Weights Less Than Most Others and Attains Speed of Twenty-three Miles an Hour.

According to George Weaver, of the Cook & Stoddard Co., agents for the Baker electric in this district, common sense demands a light electric. The car has been getting lighter every year; the electric must do likewise. It is pre-eminently a town car. Bulk and weight defeat its purpose, make it hard to steer, expensive to run and awkward in traffic.

The new light Baker electric weighs a full half ton less than many other electric cars. This great saving in weight has been accomplished without interfering with ample seating capacity.

Standing on the show room floor or running along the street with a salesman driving, the big heavy electric may seem attractive, but when it is driven in and out of congested traffic, up and down hill, around sharp corners, over rough pavements, there is a different tale to tell. The frailest woman can drive the new light Baker without fear. Steering is no effort. No other car is so easy to steer.

Weight is the biggest handicap to speed in a motor car. In the new light Baker twenty-three miles an hour is at the driver's command. This is probably the highest speed ever built into an electric coupe. It far exceeds the speed limit of most cities. On crowded streets the new light Baker is handled with an ease and quickness impossible in any heavier car. It also turns in a shorter radius due to an improved steering knuckle.

High speed, easy steering, light weight and short turning combine to make a quick getaway. You can easily turn in a narrow street; quickly maneuver through a jam of traffic. This means more than mere safety. It means a sense of control and makes driving a pleasure.

Weight is the most expensive thing about a motor car. It wears out tires, consumes current, uses up batteries, increases the cost of running an electric vehicle uniformly with weight. It is safe to figure that the new light Baker weighing three-fourths as much as another car will cost but three-fourths as much for upkeep.

PAIGE SELLS EIGHTY CARS.

Boston Show Closes with Splendid Results All Along the Line.

Boston's automobile show, recently concluded, practically winds up the show season, which opens officially each year with the great New York exhibit; and motor car makers are now enabled to pause a moment for breath and sum up results.

As a general proposition, this year's run of shows has been highly successful and indicates more than a return to prosperity. Sales of cars, both at retail and wholesale, which is large that spring activity promises to eclipse anything heretofore experienced.

The Paige-Detroit Motor Car Company has enjoyed a more than generous share of this brisk selling. At the Boston show eighty Paige cars were sold at retail and wholesale, which is regarded as a pretty sure indication that spring business for the Paige in New England will surprise any previous records.

The Paige company reports a very consistent showing all along the show circuit, beginning with New York. At the latter and at the Chicago show the total Paige sales amounted to \$1,000,000, and other cities made similarly good records. In fact, Paige sales for January and February, 1915, showed a gain of 10 per cent over the corresponding months of last year, and now it is confidently believed March will also record an equally big gain.

The J. W. Davis Company, in the hot-house cucumber business, Davenport, Iowa, has done so well more business since they put the Studebaker delivery car into service. It has run 8,000 miles on the same set of tires.

PAINTING SHOWS PLANTS AT WORK

Studebaker Artistic Novelty Being Exhibited at Frisco Exposition.

SHOWN IN PANORAMA

Flash-Dimmer Makes Possible Scene of Factories as They Are Throughout Entire Day.

"A working day at the Studebaker automobile plant"—this is the title of the immense oil painting that stands as the keynote of the Studebaker display at the Panama-Pacific Exposition in San Francisco. The painting, which is 11 1/2 feet wide by 9 1/2 feet high, weighs half a ton, and it was no small task to transport this immense piece of work from New York—where it was made in the Hippodrome and Grand Opera House studios—to the City of the Golden Gate.

But it was a still harder task, naturally, to have the panorama of the Studebaker plant painted. The idea was conceived by G. L. Williams, advertising manager of the Studebaker Corporation. It took the faithful and persevering efforts of two New York painters, Grant Wright and Harry F. Byrne, a whole month to depict on canvas the spirit of industry that is personified in the Studebaker factories. One can form an idea of the quality of detail that exists in the picture when one realizes that something over a small tank on the dash, the lighting arrangement it was necessary to opaque the back of the picture, carefully avoiding the outlines

CADILLAC UNDER TEST.

"Eight" Travels 1,000 Miles in High Gear.

Winston-Salem, N. C., is surrounded by hilly country; and many of the roads are no better than they ought to be and considerably poorer than they should be for ideal motoring. Yet the eight-cylinder Cadillac demonstrator in the hands of the representative at that point, R. E. Shore, was driven 1,200 miles in high gear on the road, with no change for mud or anything else, save starting and reverse.

Mr. Shore writes the Cadillac Company that he drove the car, loaded, all over his territory, seeking a hill that could not be climbed in high gear. None was found. The 1,200 miles without shifting the gears out of high was made in the territory around Winston-Salem, Greensboro, Burlington, Haw River, Durham, Hillsboro, Raleigh and Henderson.

FEW MINOR CHANGES IN CHALMERS SIXES

Cylinder Dimensions Are the Same, but Altered Core Work Gives Greater Water-Jacket Space.

Chalmers has the same two sixes that it had in 1914. They have been refined in a number of details and on the larger chassis a touring body of entirely new design has been fitted.

In fundamental features the cars are mechanically the same as for the past season, but some minor changes have been made. The cylinder dimensions are the same but the core work has been altered to give greater water-jacket space. The gasoline feed system has been altered to a combination pressure and gravity feed, the gasoline being forced by pressure to a small tank on the dash, the water being gravity fed. This arrangement has permitted a slight raising of the carburetor giving better accessibility.

TOURIST VALUE FIGURES GIVEN

More Than a Million Will Be Spent by Them During This Year.

SO SAYS LOCAL BUREAU

Requests for Advice About Routes Should Be Sent in at Once to Insure Early Replies.

Reduced to figures that will demonstrate the monetary returns from the great volume of trans-continental travel that will be done this year, the most conservative estimate is well borne out by the inquiries for touring and route information received at the Washington and New York touring bureaus of the American Automobile Association. On April 1 the total was 1,006.

Facts supplied by all these inquiries indicate an average of four persons to a car. Placing the average expenditure at \$2 per head per diem—and this sum makes allowance for a portion that will come out at least some of the way—this plainly shows a net income of not less than \$4,000 to each of the States crossed, as the season for this information has hardly started, it can readily be seen that the amount of money which will be spent in each of the States by the automobile tourists, will run into seven figures.

Whatever estimate may have been made as to the amount of touring that will be done this year in the United States, it will fall far short of the actual count. This view of the situation is warranted by the enormous increase in the number of inquiries being handled this spring by the A. A. A. This increase over any previous year's records not only comes from the membership of the national body of motor-car owners, but also through the various chambers of commerce and like business associations between the Atlantic and Pacific oceans. These inquiries logically find their way to the national body of organized motorists because it has at its command all the general touring and route information, and has accumulated a large amount of unusual data as to roads and conditions. Contributions are continuously being received from the more than 100,000 membership of the A. A. A.

During the past week there have come to the national clearing house of touring and route information, the very

MOTOR COMPANIES JOIN.

Allen Absorbs the Sommers Motor Company in Ohio.

The Allen Motor Company, of Fostoria, Ohio, has recently absorbed the Sommers Motor Company, of Bucyrus. The Sommers Motor Company was organized by L. A. Sommers for the purpose of manufacturing a motor which was invented by him.

This motor, which is reported to be one of exceptional power and efficiency, has for some time been used exclusively in Allen cars, and the combining of the two organizations was doubtless a logical step in the development of rapidly increasing Allen business.

The company now has a capacity for the building of from twelve to fifteen cars a day, and it is continually adding to its facilities, having just taken possession of the Atlas plant adjacent to its main building in Fostoria.

"The Allen 34, which is the company's big leader, is a 22-horsepower touring car, fully equipped and possessing splendid lines. It was one of the surprises at the New York show.

The same night about 11:30, you deliver friend wife at the family port cocher. You still have to drive the car to the garage three blocks away. Your face is a bit dusty. You decide to wash up before taking the car away. Once you begin tidying up, you have your shoes to brush and your cap to exchange for a hat. And there is still time to light a fresh cigar.

A distant bell tolls twelve and yet your cylinders are chugging away out in front. And quite audibly. And your neighbors, peculiarly abnormal, having retired before 11 o'clock, are turning in anguish in their four-posters, expressing hopes that your crankshaft will burst in twenty-two hundred pieces, a thousand of them hitting your face as it is dusty.

"Really, you can't blame them. The writer is one of you. He belongs to your clan. He knows two motorists who are guilty of different little annoying tricks, similar to the one described. There is a Mr. Jones who keeps his horn snarling every half minute until his wife comes down to the car. Mr. Jones doesn't like to waste electricity; he refers to express his impatience by racing his horn in an unbecomingly loud and usually summons the wife in five minutes.

In the meantime, every one in the block is in torture. It can readily be seen that those who might complain at a police station against such discourtesy are justified. The writer is almost at the point of uncouthness.

We must all be more considerate.—Motor 'Trist.

WALTER CAMP AIDS SERBS.

Athletic Director to Take Charge of Work in Colleges.

The Serbian agricultural relief committee of America announced yesterday that Walter Camp, authority on college athletics, will take charge of the athletic work in the colleges and universities of the United States.

An extended campaign to raise funds to be used toward the stamping out of the typhus plague and the rehabilitation of the hundreds of thousands of Serbian women and children on their farm lands will be started under the auspices of the plan. The plan includes a Serbian collection at all baseball games and other athletic events at the large seats of learning. The campaign will be conducted through the various organizations of various kinds are part of Mr. Camp's scheme.

One of the first performances by college students interested in Serbian relief will be at Hotel Astor, New York, where the Columbia College Dramatic Association will present a musical comedy during the week of April 12.

Need Not Run Cars All Night.

The Public Utilities Commission yesterday informed the Washington Railway and Electric Company that it need not establish an all-night service on the Maryland line to the District line. The service was requested by the Rhode Island Avenue Suburban Citizens Association, but the company said an all-night service would cause financial loss.

To Celebrate "Sufrage Day."

The District of Columbia Equal Suffrage Association is planning to celebrate May 1 as "sufrage day" in the District. A big mass meeting will be held in the evening at the Public Library. The affair will be a "sufrage day" in honor of the suffrage movement. A plan of work for the season, which has been drafted by Mrs. Frank Hiram Snell, chairman of the committee on propaganda for the Washington Woman's Suffrage Council, will be launched on that day.

May Have New Showroom.

It is rumored that the Smith Motor Sales Company is to occupy new quarters, which will furnish a very large floor space for display of both the Argo and Detroit cars. There is to be a second story to the new showroom, which will be specially fitted for parts, accessories, and offices.

Cadillac Deliveries.

The Cook & Stoddard company reports the delivery of Cadillac cars to the following: Roadster to Gen. H. G. Sharp; seven-passenger touring car to N. T. Lockwood, jr.; T. A. Winslat; E. H. Kennedy; H. V. Hayes; and E. H. Cashell, and a five-passenger touring car to Dr. C. W. Crampton.

Mechanic May Drive Car.

Indianapolis, March 27.—Carl, alias "Dutch" Klein, who rode with Bob Burman in the last Indianapolis 500-mile race, is being touted as driver of a second Cornelian car in the next Hoosier contest, to team with Louis Chevrolet, who has already been entered. Klein's experience as a driver is limited, though as an expert in racing mechanics he has an excellent reputation. Under the tutelage of Chevrolet, it is thought, he would make an excellent showing.

King "3" Going to Speedway Race.

An eight-cylinder racing car, the first of its kind, will be entered in the next Indianapolis 500-mile race, May 29. If the plans of Arthur Klein, America's youngest registered driver, go through as scheduled, the car is a King, of 270 cubic inches piston displacement, and weighs only 1,750 pounds. Its estimated top speed is over 110 miles an hour. A similar car, the twelve-cylinder Sunbeam of Jean Chassagne, holds the world's record for speed, having averaged a speed of 107.36 miles an hour, so that with an experienced driver like Klein, who scored second and third in the Tacoma Potlatch and Mantamarathon contests, respectively, the King may be expected to make an excellent showing.

UNUSUAL TIRE MILEAGE.

Cadillac Runs 6,200 Miles Without Change, Puncture or Blowout. Tire manufacturers' theory that, among other things, continuous pulling power from the motor and ability to start a car without a jerk contribute to longer tire wear, seems to have been proved by a Cadillac Eight demonstrator in Los Angeles.

The fact that this car has been run 6,200 miles on the same set of tires without a single change, puncture, or blowout is one of the greatest demonstrations of many seasons.

The tires show but little evidence of their long service, and if their appearance is to be relied upon, they are good for several thousand miles over and over the 6,200 miles of service they already have contributed.

This showing is remarkable considering that this Cadillac is a seven-passenger model and has been used almost exclusively for demonstrating. Almost without exception, it has carried seven passengers on the demonstrating trips, and it has been driven into the hills to show its action on heavy grades. Heavily loaded, it has also been driven at high speed, and the runs it has made have been far from easy, so far as the tires are concerned. It also has made one very fast round trip between Los Angeles and San Diego.

SOME AUTOISTS CAN BE CALLED INHUMAN

They Remember Each Other, but Non-Motorists Are Often Not Considered by Them.

The text of our sermon this morning, brethren and sisters, is "Considerateness"—a large word and it means a lot. But it is exercised little.

When you are out on the high road, on a radiant day, and another motorist comes toward you and you see that his tire strap is loose, and he is about to lose a wheel, what do you do? Why, you slow up, or, course, signal to him to slow up, and then call his attention to the unbuckled strap.

"S mighty good of you," says he. "Don't mention it," say you.

And you wave your compliments and a benediction and let in the clutch. That same night about 11:30, you deliver friend wife at the family port cocher. You still have to drive the car to the garage three blocks away. Your face is a bit dusty. You decide to wash up before taking the car away. Once you begin tidying up, you have your shoes to brush and your cap to exchange for a hat. And there is still time to light a fresh cigar.

A distant bell tolls twelve and yet your cylinders are chugging away out in front. And quite audibly. And your neighbors, peculiarly abnormal, having retired before 11 o'clock, are turning in anguish in their four-posters, expressing hopes that your crankshaft will burst in twenty-two hundred pieces, a thousand of them hitting your face as it is dusty.

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New York Hotel Arrivals.

New York, April 2.—Today's arrivals from Washington at New York hotels are:

New Victoria—Murray Hill—Miss G. Glasgow. W. H. Wilson. W. F. Perkins. J. Wilson. Mrs. W. F. Perkins. Park Avenue. Navarre—Mrs. C. Halstead. F. W. A. Haller. Herald Square. G. N. Lamb. H. L. Austin. G. R. Freeman. Hermitage. York—J. L. Bowling. Miss A. Murphy. Grand—E. T. Harding. S. F. Moyer. Collingwood. W. H. Howard. Aphor. Miss V. Hedges. F. H. Hunt. Mrs. L. G. Valentine. Bristol—L. G. Valentine. J. E. Jones.

Motorcycle Engine Wins Auto Race

The engine of an Indian motorcycle, which built into the frame of a racing automobile, developed enough power to win the fifty-mile juvenile championship at Ascot Park in Los Angeles, a short time ago. Driven by B-year-old Harry Hartz, the machine with the Indian motor finished the fifty miles in 1 hour, 7 minutes and 42 seconds. Hartz showed equal skill to the boys displayed by many old racers, maintaining a steady pace from the start and in the straight-away stretches, reaching a speed of sixty-five to seventy miles an hour.

Barnhart Has Successful Trip.

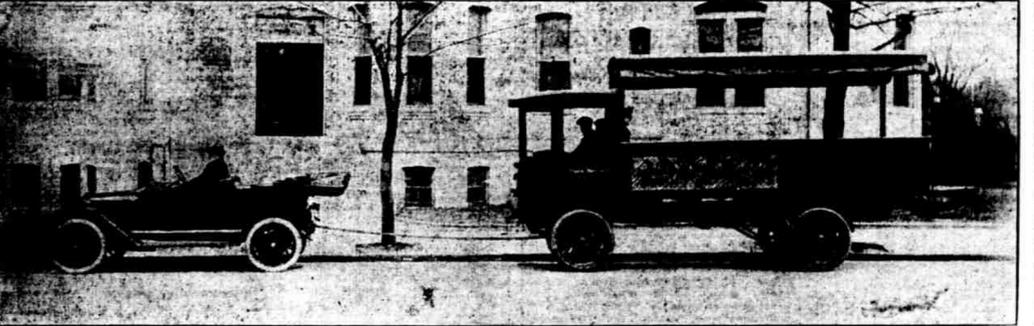
William P. Barnhart returned yesterday from a six weeks' trip throughout part of his territory, covering West Virginia, part of Ohio, and Pennsylvania. During this trip he established some 142 agencies for both the King and Pullman cars. The contracts call for about 1,000 cars, 100 of which have been delivered already. Barnhart is leaving tonight for Clarksburg, W. Va., in answer to a "hurry-up" call from an agent for four carloads of his 1915 cars.

Grant Is Shown Here.

The latest arrival in local automobile circles is the Grant, which is being shown at the salesroom of the Zettl Motor Car Company, at 1405 H street northwest.

At Middleboro, Mass., an egg dealer wished to collect his eggs and transfer them to Brockton, Mass., eighteen miles away. A Studebaker delivery car was engaged to do that. Five hundred and twenty-five dozen eggs were collected and placed loose in a case which contained thirty to fifty-five dozen. The roads were rough, yet when the car arrived at Brockton only two out of the 525 dozen were cracked and none broken.

Maxwell "25" Proves "Friend in Need"



One of the most unusual demonstrations of "motor friendship" and "satisfied confidence" in an automobile, was demonstrated by an owner last Tuesday, when he hitched his Maxwell "25" touring car to a truck "in need" and pulled it to its destination.

down hill, around sharp corners, over rough pavements, there is a different tale to tell. The frailest woman can drive the new light Baker without fear. Steering is no effort. No other car is so easy to steer.

Weight is the biggest handicap to speed in a motor car. In the new light Baker twenty-three miles an hour is at the driver's command. This is probably the highest speed ever built into an electric coupe. It far exceeds the speed limit of most cities. On crowded streets the new light Baker is handled with an ease and quickness impossible in any heavier car. It also turns in a shorter radius due to an improved steering knuckle.

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Equipment is now better than ever before. A new design top, which is a product of the Chalmers shops, is fitted; the storage battery is improved, better separators being used to eliminate buckling of the plates. A voltmeter has been added to the equipment and a Yale lock fitted to the electric switches. On the smaller car the tires are larger, being 34 by 45 instead of 34 by 4.

On the smaller six, Timken bearings have been added to the front axle. Both axles on this, the Master six model, have been weighted to aid in holding the car on the road. The speedometer drive on both sixes is now the enclosed design.

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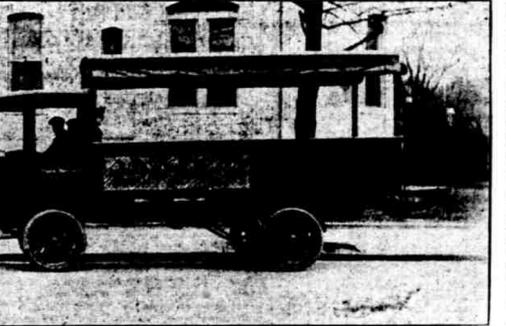
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The tires show but little evidence of their long service, and if their appearance is to be relied upon, they are good for several thousand miles over and over the 6,200 miles of service they already have contributed.

This showing is remarkable considering that this Cadillac is a seven-passenger model and has been used almost exclusively for demonstrating. Almost without exception, it has carried seven passengers on the demonstrating trips, and it has been driven into the hills to show its action on heavy grades. Heavily loaded, it has also been driven at high speed, and the runs it has made have been far from easy, so far as the tires are concerned. It also has made one very fast round trip between Los Angeles and San Diego.

MAXWELL TOWS TRUCK.



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of each window, so that the lights might shine through undimmed. The lighting arrangements are as novel as the picture, as a faithful bird's-eye view of the twelve factories comprising the plants at Detroit and South Bend. A wonderful illusion is gained by means of a specially constructed machine called a flasher-dimmer, a development of the machine that produces the best stage lighting effects. It far exceeds the speed limit of most cities. On crowded streets the new light Baker is handled with an ease and quickness impossible in any heavier car. It also turns in a shorter radius due to an improved steering knuckle.

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